Clarifications No. 3, June 13, 2011– San Mateo 101 Ramp Metering Design-Build Project Contract No. 04-2A7904

RFC No.	Class	Document	Section	Clarification	Response
26	2	RID		Can you please provide the following "as builts" in order to design the overhead sign installations that attach to these bridges. The "as builts" provided in the RFP do not include structural drawings for these locations. LOC BRIDGE NUMBER - AS BUILT PLANS 2B 35-252 8 35-281 9A, 9B 35-254 15 Concrete Barrier Type Mounted 16 CIDH (Sound Wall Conflict) 17 35-025R/L and EA 2A7601 22 35-0274K 23 35-0324K 26A 35-271	The available structure as-builts have been posted to the RID. Additional as-builts will be posted as they become available.
27	2	RID - Electrical Drawings	Electrical Loc 5, 14, 22, 26	Certain locations show new EMS signs on wood poles. Our field review shows that certain wood pole mounted signs will not work due to shoulder width restrictions. Will trusses be required at these locations to support the EMS signs?	There may be some locations where trusses will be required.
28	2	RID - Electrical Drawings	Various	If trusses will be required in lieu of the post-mounted EMS signs that do not fit on small shoulders, would sand filled crash cushions be an acceptable protection or would we need to design a concrete barrier?	At locations where cantilever EMS sign trusses are required, they will usually be mounted onto the existing concrete barriers or the existing bridge railing.
29	2	RID - Preliminary Plans		At Location 8 (Route 380 WB/North Access to NB 101), the existing lane drop transition from 2 lane (24 feet) to 1 lane (12 feet) is about 22:1 and does not meet the minimum advisory standard (30:1) specified in Index 504.3(1)(d) of the Highway Design Manual. Exception for this nonstandard feature was not requested during the Project Report phase. Please confirm if the ramp should be designed to make it standard or if exception should be requested during the design-build stage.	The Design-Builder's final designs shall meet all applicable Department Design Standards. Any non-standard features proposed by the Design-Builder will require an approved Design Exception by the Department. There is no assurance that proposed Design Exceptions will be approved. See Section 11.3.2 of Book 2 of the RFP for additional information.
30	4			At location #10: Do conduits at the pullbox in the center divide extend out to the eastern side of northbound traffic?	Design-builders shall field verify.

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31	4			At location #28: Are there existing loops?	Design-builder shall field verify.Any existing ramp metering loops at Location 28 are to be abandoned and replaced with new loops as shown on Revised Electrical Plan for Location 28. Design-Builder shall field verify existing conditions.
32	4			Please confirm that the Preliminary Design Approach Submittal, including Traffic Management Plans, Utilities, and Electrical Systems are just for Locations 8, 21 & 22.	Confirmed
33	4	BOOK 2		In Book 2 "Project Requirements" there is a reference to Book 3 for spec modifications. In there is a specification for Sensys. Can Sensys be used specifically on the ramp bridge structures?	Sensys system will not be approved for this project.
34	3	BOOK 2	Section 21.3, page 21-2 through 21-5	Please confirm that no geotechnical report or analysis will be required to establish the proposed pavement sections. It is correct to assume that the proposed pavement sections will be as directed by Caltrans?	Confirmed. No additional materials report will be required by the Design-Builder for pavements if proposed pavement sections specified in Section 21.3.1.1 of the RFP are used.
35	3	BOOK 2	Section 21.3, page 21-2 through 21-5	Geotechnical work was performed by Caltrans to determine pavement section information in the RIDs. Can the information used to develop the recommendations such as R values be provided to us?	For the purposes of pavement designs, the Design-Builder can use an R-value of 15. Any additional information required for materials designs is the sole-responsibility of the Design-Builder.
36	3	BOOK 2	Section 4.4.1.2.2, page 4-7 and 4-8	Specific locations have been identified as requiring ADL testing, but there are other areas that include grading such as MVPs. Shouldn't ADL testing be included at these areas also?	ADL testing is required at locations where soil is to be removed and disposed of outside of the Departments right-of-way. This includes soil excavated for the construction of MVPs, CHPs, shoulder or lane widening, etc.
37	3	BOOK 2 & RIDs	Section 21.3 Pages 21-2 through 21-5	Limits of pavement work are shown on RIDs but it is not known how these limits were determined. Could the parameters of how these limits were determined be provided? Direction provided was to scale quantities from drawing but to ensure equal assumptions by all bidders, would the areas be provided?	Limits of pavement work were determined by field reviews conducted by the Department's Materials Engineers. Proposals should be based on the limits of the pavement work shown on the Roadway Plans in the RID.

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38	3	BOOK 2	Section 1.3.3 Page 1-2	Do proposed traffic control cabinets need to be placed outside clear recovery zone? Or protected with MBGR or concrete barrier?	Traffic control cabinets are considered fixed objects and as such must be placed outside of the clear recovery zone or protected according to applicable Department standards.
39	3	BOOK 2	Section 1.3.3 Page 1-2	Do existing traffic control cabinets need to be placed outside clear recovery zone? Or protected with MBGR or concrete barrier?	Existing traffic control cabinets are considered fixed objects and as such must be placed outside of the clear recovery zone or protected according to applicable Department standards.
40	3	BOOK 2	Section 6 pages 6-1 through 6-12	Caltrans policy on High and Low risk Underground Facilities within highway Rights of Way requires positive potholing of utilities if excavation is anticipated within certain distances from existing utilities. Does this TOS project have an exception to this policy? Or does the potholing need to be included in the scope of work? This is a costly item and all bidders should be making the same assumption on this issue.	No exceptions to the Policy on High and Low Risk Underground Facilities have been approved for this project. Any costs associated with identifying and potholing existing utilities is the responsibility of the Design-Builder.
41	3	BOOK 2	Section 6 pages 6-1 through 6-12	Until utility mapping is performed for the project which requires utility owner maps from PG&E, AT&T, etc., it is not known what utilities are in the project limits. There is insufficient time to obtain the utility owner maps in the proposal stage. How should a longitudinal utilities encroachment exception (LUEE) be addressed in the proposal if it is not known how many exceptions there are? Is an LUEE required? If so, how many exceptions should be assumed?	LUEE's are not required on this project.
42	3	BOOK 2	Section 11 pages 11-1 through 11-7	Are there any additional mandatory, advisory, or ramp metering policy design exceptions that need to be processed? For fairness to all bidders, this should be known, otherwise a bidder who identifies more exceptions will actually have higher bid?	All anticipated design-exceptions have been approved and provided as part of the RFP. If any additional design exceptions are proposed, it is the design-builder's sole responsibility to follow the design-exception submittal and review process. Submitting a design exception doesn't guarantee the Department approval.

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43	3	BOOK 2	General Comment	There are a variety of forms typically required on a Caltrans-administered design-bid-build project as follows. It is assumed these do not apply on a design-build project. Please confirm these are not needed: PS&E Memorandum, LUEE (item #9 above), TMP Report, PE Certification of Utility facilities, Non-Standard Special provisions Submittal, Verification of Survey File Delivery, Survey Engineers File, Resident Engineers File, Duty Senior File, Public Interest Findings, Supplemental Work Approval Request to FHWA, Supplemental Work Approval Request to HQ Construction, Project Delivery Assets Form, State Furnished Materials Justification Memo, Contract Award Memo to HQOE.	Deliverables have been identified in the various Project Requirements sections in Book 2. In addition, the following will be required: • PE Certification of Utility Facilities • Non-Standard Special Provisions Submittals, if any are proposed • Project Delivery Assets Form
44	4	ITP	Page 42	Please clarify if bullets no. 2, 3 & 4 for the section "On-Ramp Design" apply to only locations 8, 21, and 22 or to all 29 on-ramp locations.	These apply only to locations 8, 21, 22.
45	4			Reference Site #21: We are assuming that the loops on the ramp need to be replaced also; however, the revised electrical plan does not specify. The existing ramp meter is also shown in a “new” line weight, so we are not sure which symbology we can rely on. Please confirm that they do need to be replaced.	All existing loops for ramp metering system are to be replaced with new loops.
46	4			Ref. Site #22: The furthest upstream EMS were not only changed to EMS, but also moved further downstream to be on the bridge on a cantilever. In all the other locations, when it is overhead, only one EMS is used - Site #22 is still showing two. The signs would have the same message, so we don’t see a need for two. Should we assume one or two for our “example” design?	Only one EMS will be required at that location.
47	3			Please confirm new mainline loop locations and where they tie into. Can we reuse existing DLC?	New mainline loop locations are shown as is on the Electrical Plans. It will be the Design-Builder’s responsibility to determine ties into ramp metering systems. Existing DLCs shall be removed and replaced with new DLCs.

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48	3			In order to accurately produce project schedule, please provide ramp and mainline closure schedules of other projects that impact this project.	That information is not available at this time.